

BookletChart™

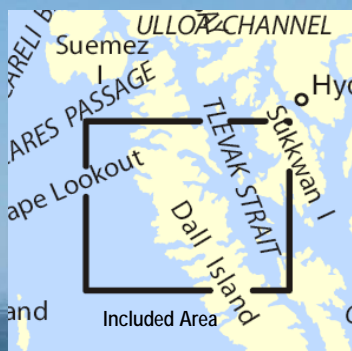
Central Dall Island and Vicinity

NOAA Chart 17408

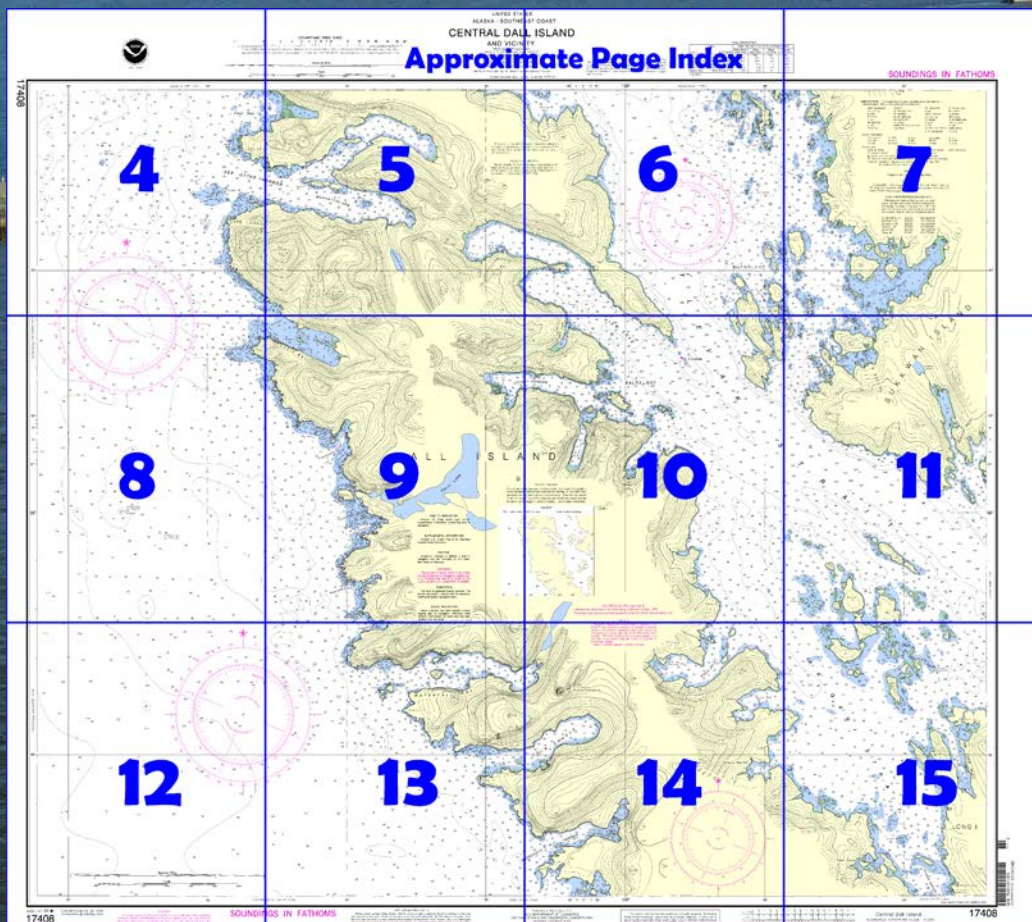


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17408>.



(Selected Excerpts from Coast Pilot)
Gooseneck Harbor (54°53'N., 133°03'W.), about 4 miles NW of the NW entrance point to Port Bazan (chart 17409), is identified by a black rock, 65 feet high, close S of the entrance. The upper half of the harbor is mostly obstructed by bare rocks and ledges, and the head is especially foul. A rock, awash at extreme low water, is near the middle of the entrance, 200 yards W of a small islet off the S shore. A rock, that bares, is almost in midchannel, about 0.8 mile inside the entrance. In entering, follow the N shore at a distance of about 250 yards until about 1 mile inside. After

rounding the point on the N side, find anchorage for small craft 100 yards off the N shore, 1.5 miles within the entrance.

Gold Harbor, about 2 miles NW of Gooseneck Harbor, is reported clear in midchannel. On the N side of the bay is a peak, on the S side of which is a very prominent landslide, 110 yards wide and 350 yards long, with its top at an elevation of 1,560 feet. About 2.6 miles from the entrance and about 0.6 mile NW of the N shore are **Twin Peaks** about 500 yards apart. The peaks are bare above an elevation of 1,700 feet.

About 0.9 mile from the entrance, to the S of midchannel, is a small island. A midchannel course, passing N of the island leads to the head of the bay, where depths of 23 to 29 fathoms are found. The small cove W of the NW point of the entrance to Gold Harbor is foul.

Waterfall Bay is about 4.5 miles NW of Gooseneck Harbor. The entrance is distinguished by a bold, bare point on the SE side and **Gourd Island**, a wooded islet in the middle. Near the head of the bay are extensive deposits of marble on the slopes of Twin Peaks, two prominent bare summits that are about 0.6 mile E of the head. Two small islands, one close to the N shore, and the other about in midchannel, are about 0.9 mile ENE of Gourd Island. Dangers are shown on the chart. The bay has two prominent waterfalls: one at the head and the other on the N shore close to the N island and several islets.

The bay may be entered NW or SE of Gourd Island. A narrow area with 8 fathoms on it extends from the N shore of the bay to within 270 yards of the N side of Gourd Island. A channel about 120 yards wide, with depths of 26 to 38 fathoms, is between this area and the rocks and kelp that extend off the N side of Gourd Island for about 100 yards.

The channel between the two islands within the bay has a depth of 15 fathoms near midchannel. A depth of 30 fathoms is available in the channel S of the S island with an 8-fathom spot, marked by kelp, and a 3¼-fathom spot, which are about 0.2 mile SW and 0.1 mile ESE, respectively, of the island. If this channel is used, round the island at a distance of about 180 yards, and leave the 3¼-fathom spot to the E. Anchorage may be had near the head of the bay in about 26 fathoms, sticky bottom. W winds draw into the bay with considerable force. With SE winds, williwaws are severe. Small craft anchor in 10 fathoms on the NW side of the bay, just N of the N island. There is anchorage for small craft, 50 feet long or less, in 5 fathoms, mud bottom, in the small bight at the extreme head of the bay.

Cape Augustine (54°57.0'N., 133°09.8'W.), at the NW side of the entrance to Waterfall Bay, has several bare black rocks close-to.

Augustine Bay is a small bay N of Cape Augustine. Kelp and rocks extend offshore; depths of 8 to 16 fathoms are found near the center of the bay. It is open and exposed and is not suitable for anchorage.

Welcome Cove is about 1.5 miles N of Cape Augustine. Off the entrance the ground is foul, but there is a narrow channel into the cove, where anchorage may be had for small boats in 2 to 5 fathoms, mud bottom. The entrance should not be attempted without local knowledge.

Camp Cove is about 2.5 miles N from Cape Augustine. Off the entrance is a rock 15 to 20 feet high with foul ground that extends in a NNE direction to the shore. The S shore of the cove is foul.

Devil Lake empties to the N of **Devil Island**, about 0.8 mile to the N of Camp Cove. The channel at the entrance is very narrow. The lake extends about 2.5 miles in a NE direction.

Fisherman Cove is about 4.5 miles N from Cape Augustine. At the entrance is a small island that has a few scattered trees. In entering, pass the S point of this island at a distance of about 100 yards and steer for the left or W edge of the sand beach at the head of the cove.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Corrected through NM Jun. 05/04
Corrected through LNM May 18/04

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Duke I., AK	KZZ-92	162.450 MHz
Craig, AK	KXI-80	162.475 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection
Scale 1:40,000 at Lat. 55°00'
North American Datum of 1983
(World Geodetic System of 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the U.S. Coast Guard and Geological Survey.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.258" southward and 5.946" westward to agree with this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

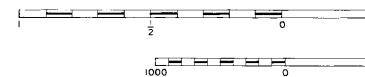
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Sakie Bay (55°04'N/ 133°12'W)	10.3	9.4	1.4	-4.0
Gooseneck Harbor (54°53'N/ 133°00'W)	10.7	9.9	1.4	-4.0
View Cove (55°05'N/ 133°01'W)	12.7	11.9	1.4	-4.0
Rose Inlet (54°57'N/ 132°59'W)	12.6	11.9	1.4	-4.0
Kasook Inlet (55°01'N/ 132°47'W)	12.6	11.9	1.4	-4.0

(Jan 2004)



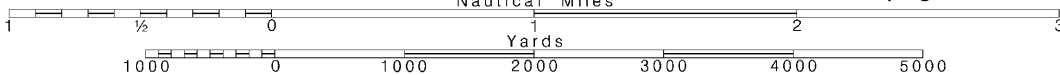
ED ON CHART 14700

Joins page 8

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



4

CENTRAL DALL ISLAND AND VICINITY

Mercator Projection
Scale 1:40,000 at Lat. 55°00'
North American Datum of 1983
(World Geodetic System of 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

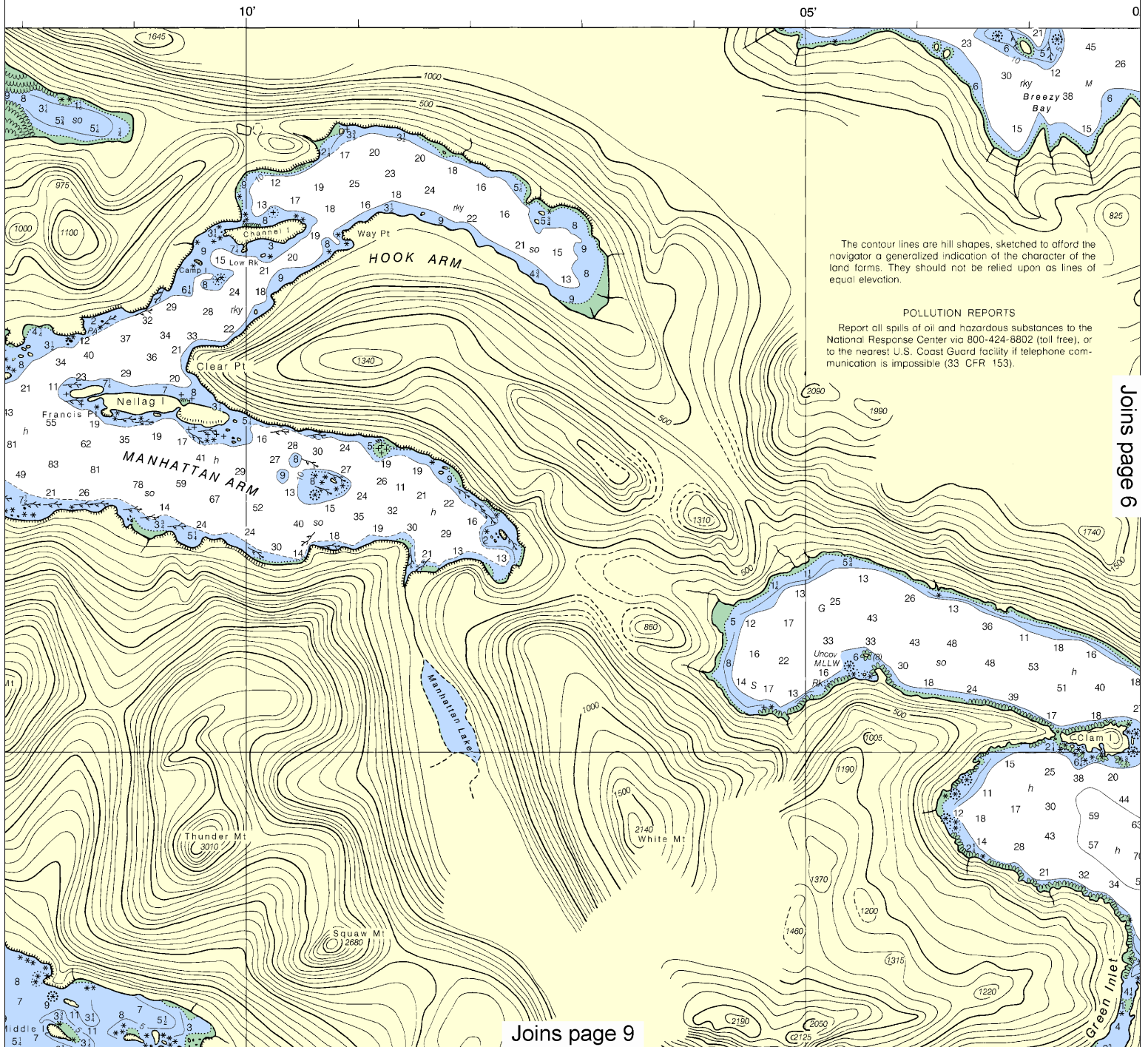
Formerly C&GS 8148, 1st Ed., July 1924 C-1944-627 KAPP 2727

LOGARITHMIC SPEED SCALE

Readers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place divider on the scale to indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

Nautical Miles

Yards



The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UNITED STATES
ALASKA – SOUTHEAST COAST
RAVALL DALL ISLAND
AND VICINITY

Mercator Projection
Scale 1:40,000 at Lat. 55°00'
North American Datum of 1983
(World Geodetic System of 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 8148, 1st Ed., July 1924 C-1944-627 KAPP 2727

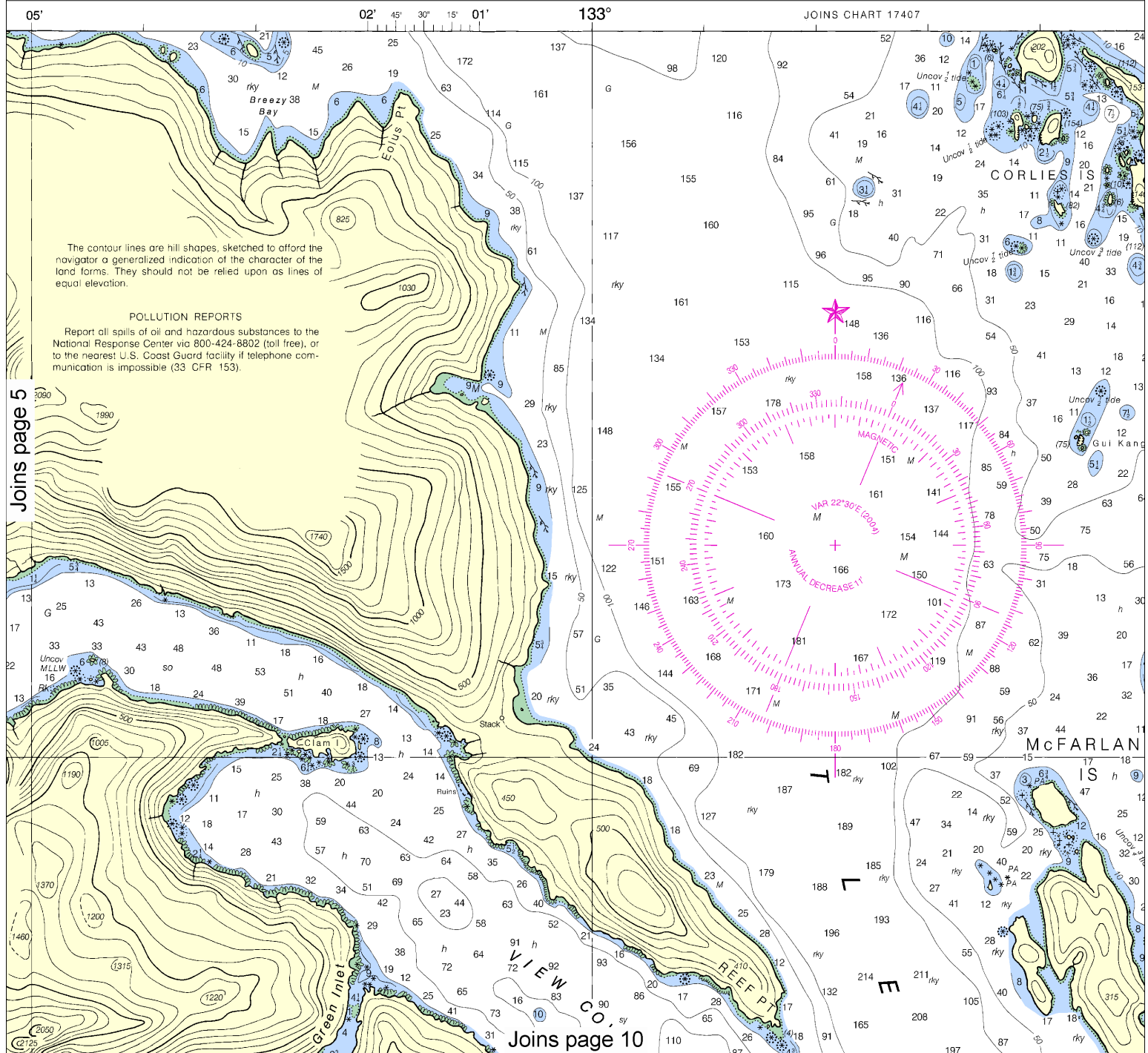
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average of 1.258" southward and 5.946" westward to agree with this chart.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum	
		Mean Higher High Water	Mean Higher High Water
Sakie Bay	(55°04'N/133°12'W)	10.3	9.4
Gooseneck Harbor	(54°53'N/133°00'W)	10.7	9.9
View Cove	(55°05'N/133°01'W)	12.7	11.9
Rose Inlet	(54°57'N/132°59'W)	12.6	11.9
Kasook Inlet	(55°01'N/132°47'W)	12.6	11.9

(Jan 2004)



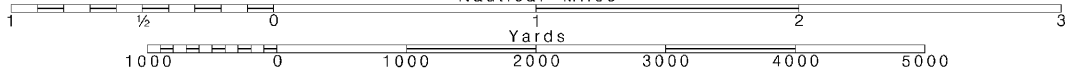
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

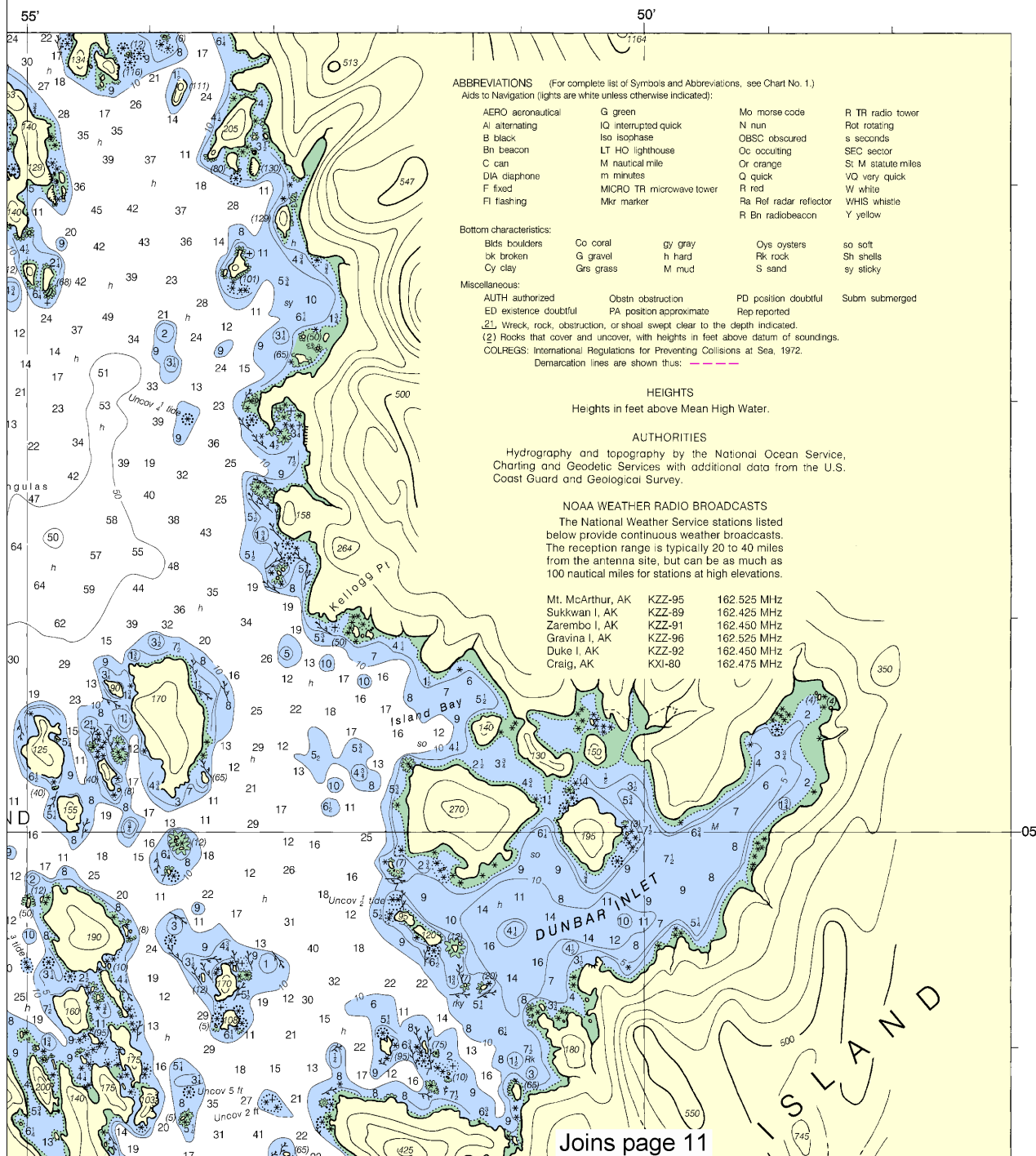
SCALE 1:40,000
Nautical Miles

See Note on page 5.

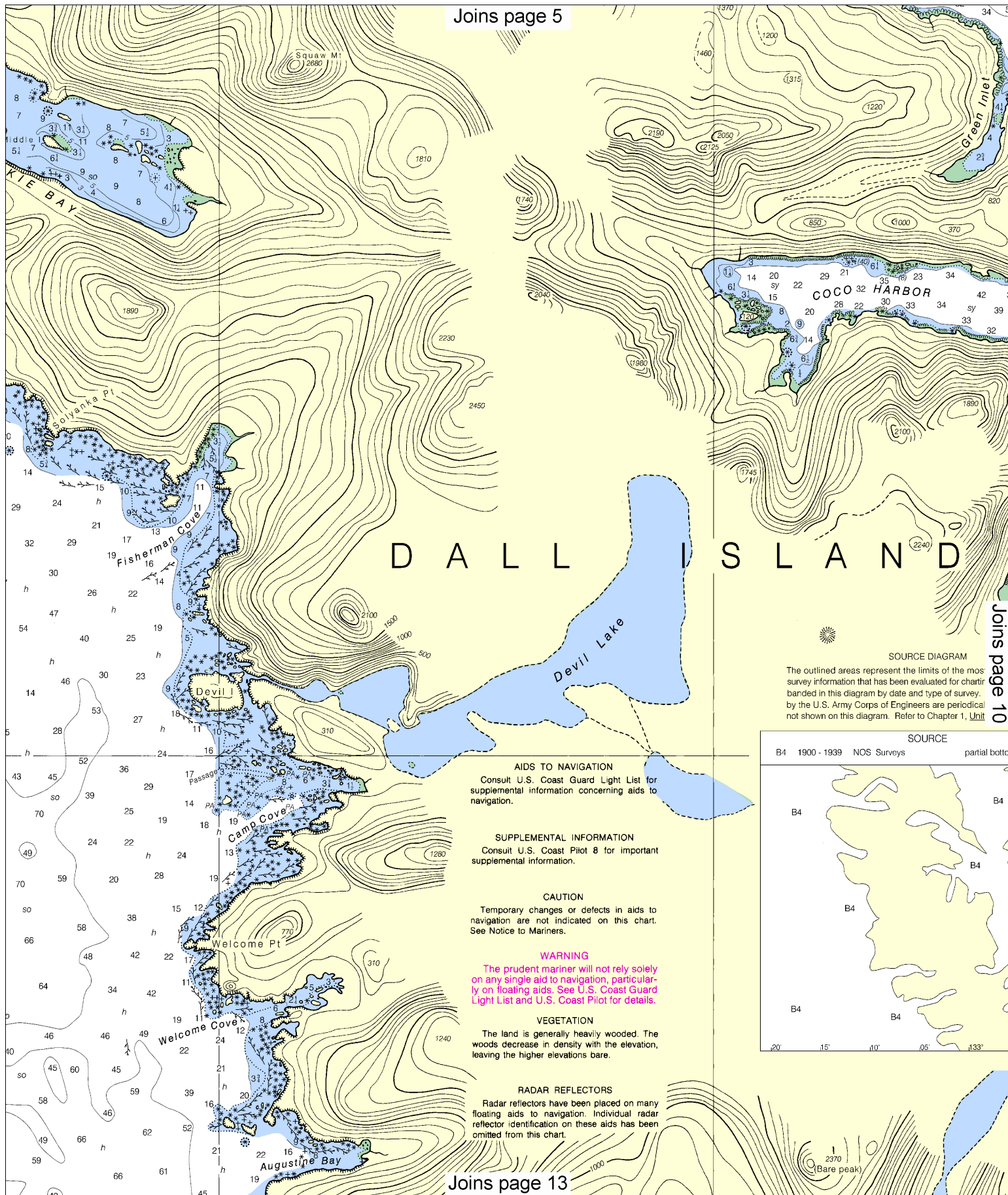


Datum of soundings (MLLW)		
Mean Low Water	Extreme Low Water	
feet	feet	
1.4	-4.0	
1.4	-4.0	
1.4	-4.0	
1.4	-4.0	
1.4	-4.0	

SOUNDINGS IN FATHOMS



Joins page 5



DALL ISLAND

SOURCE DIAGRAM

The outlined areas represent the limits of the most survey information that has been evaluated for charting banded in this diagram by date and type of survey, by the U.S. Army Corps of Engineers are periodic not shown on this diagram. Refer to Chapter 1, Unit

SOURCE

B4 1900 - 1939 NOS Surveys partial bottom



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

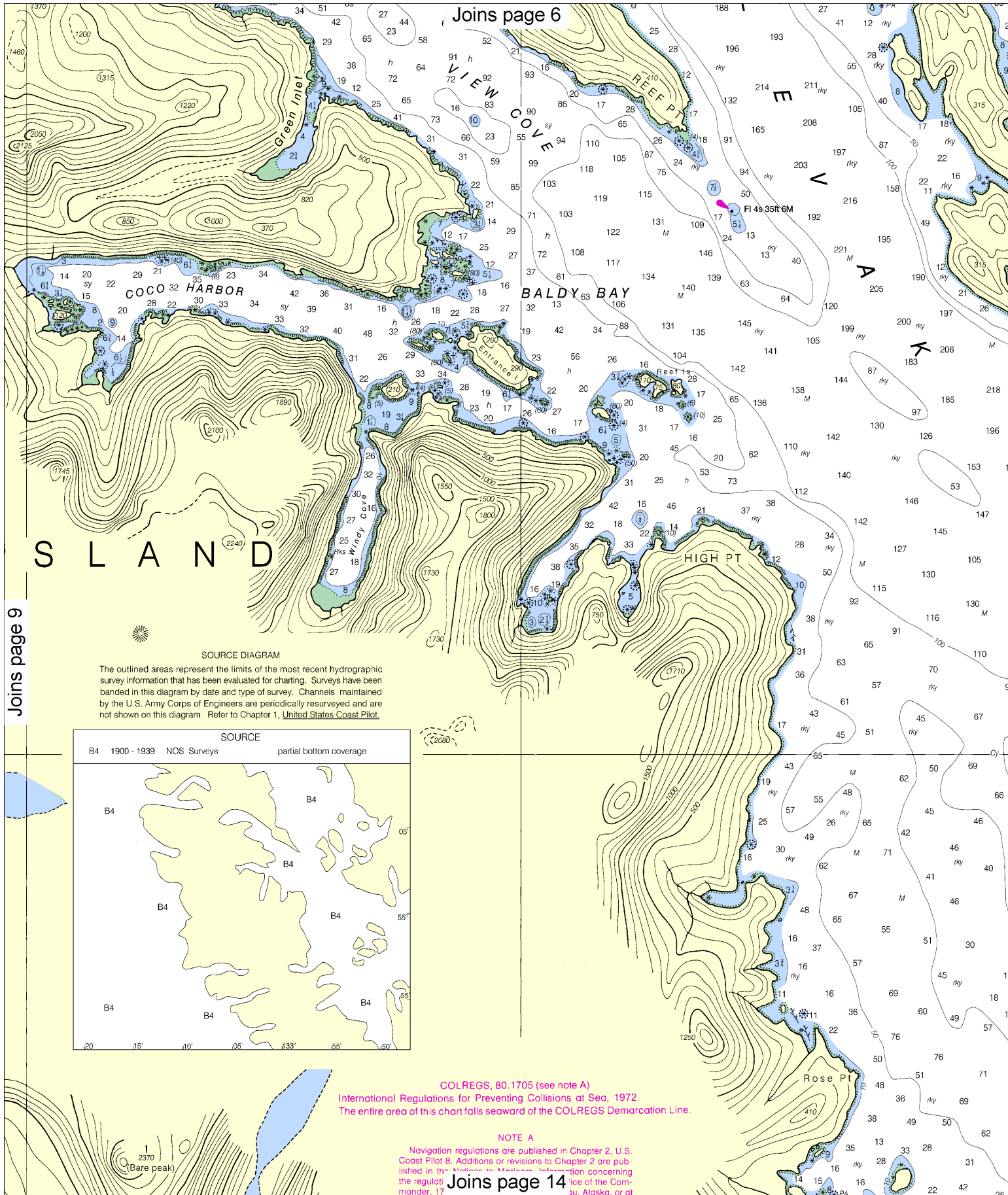
VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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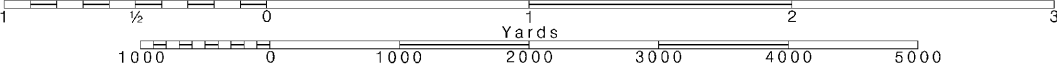
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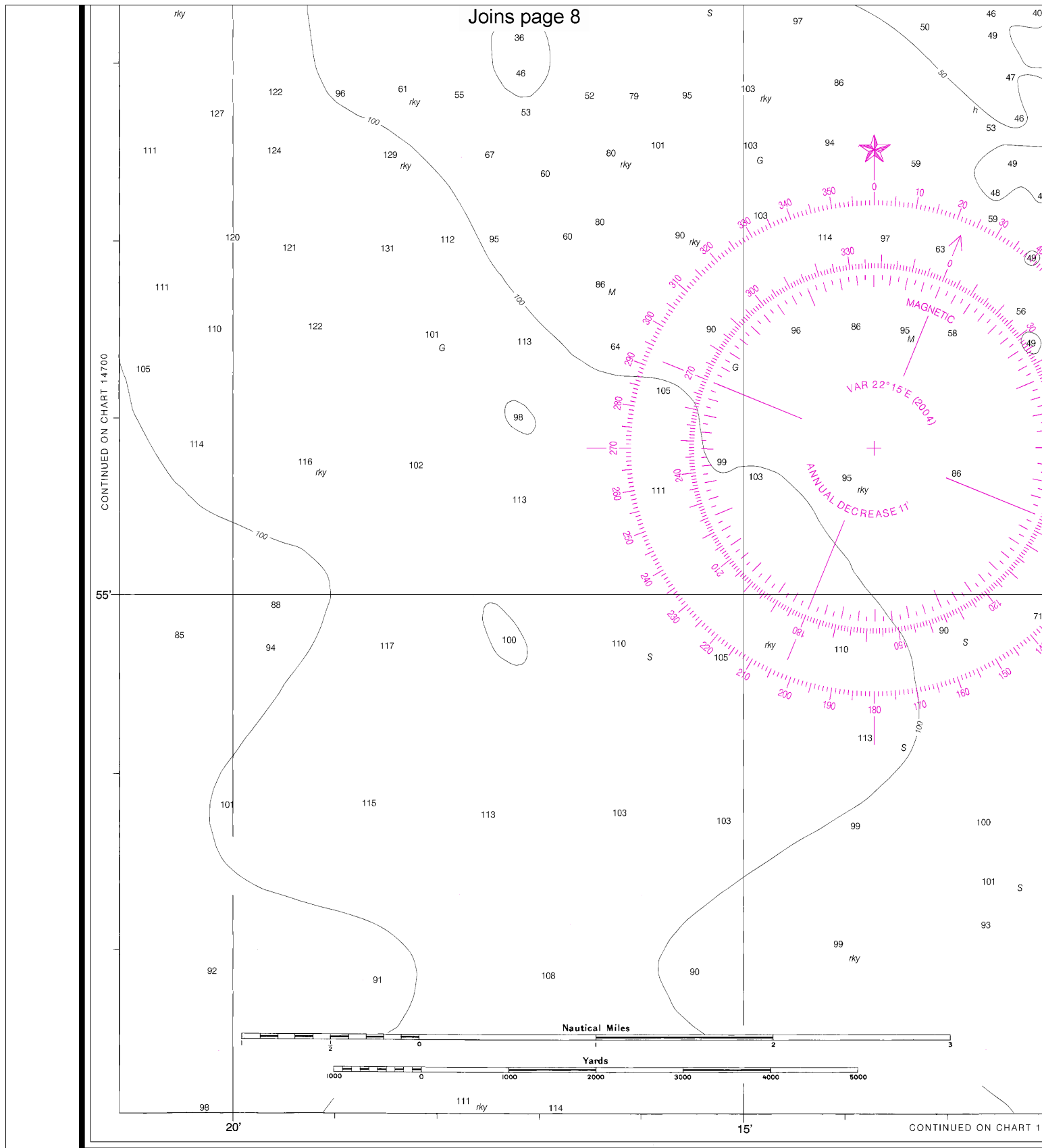
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





8th Ed., Jun. /04 ■
17408

Corrected through NM Jun. 05/04
 Corrected through LNM May 18/04

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN

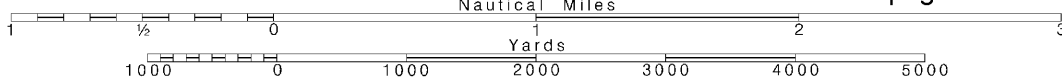
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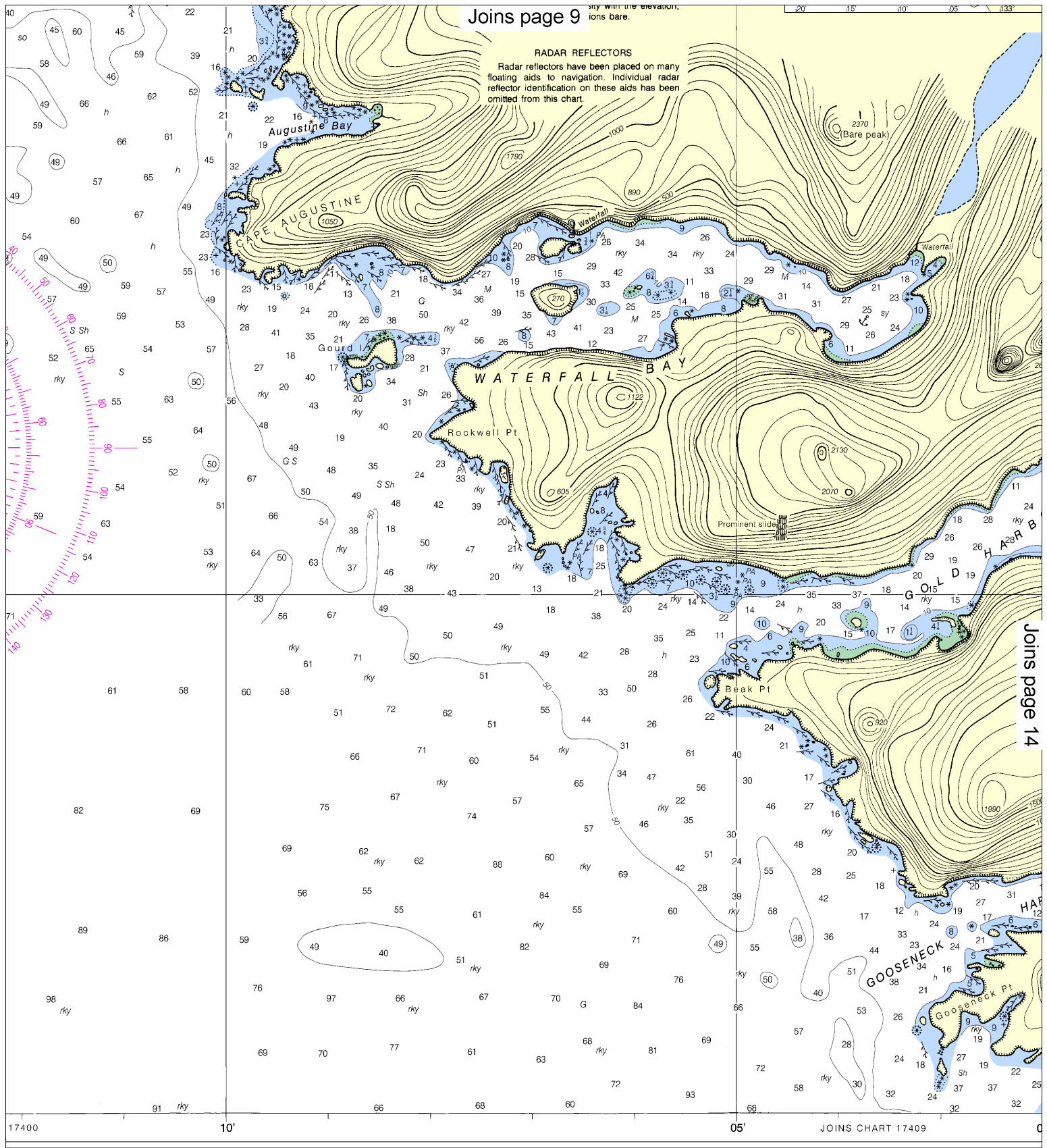
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





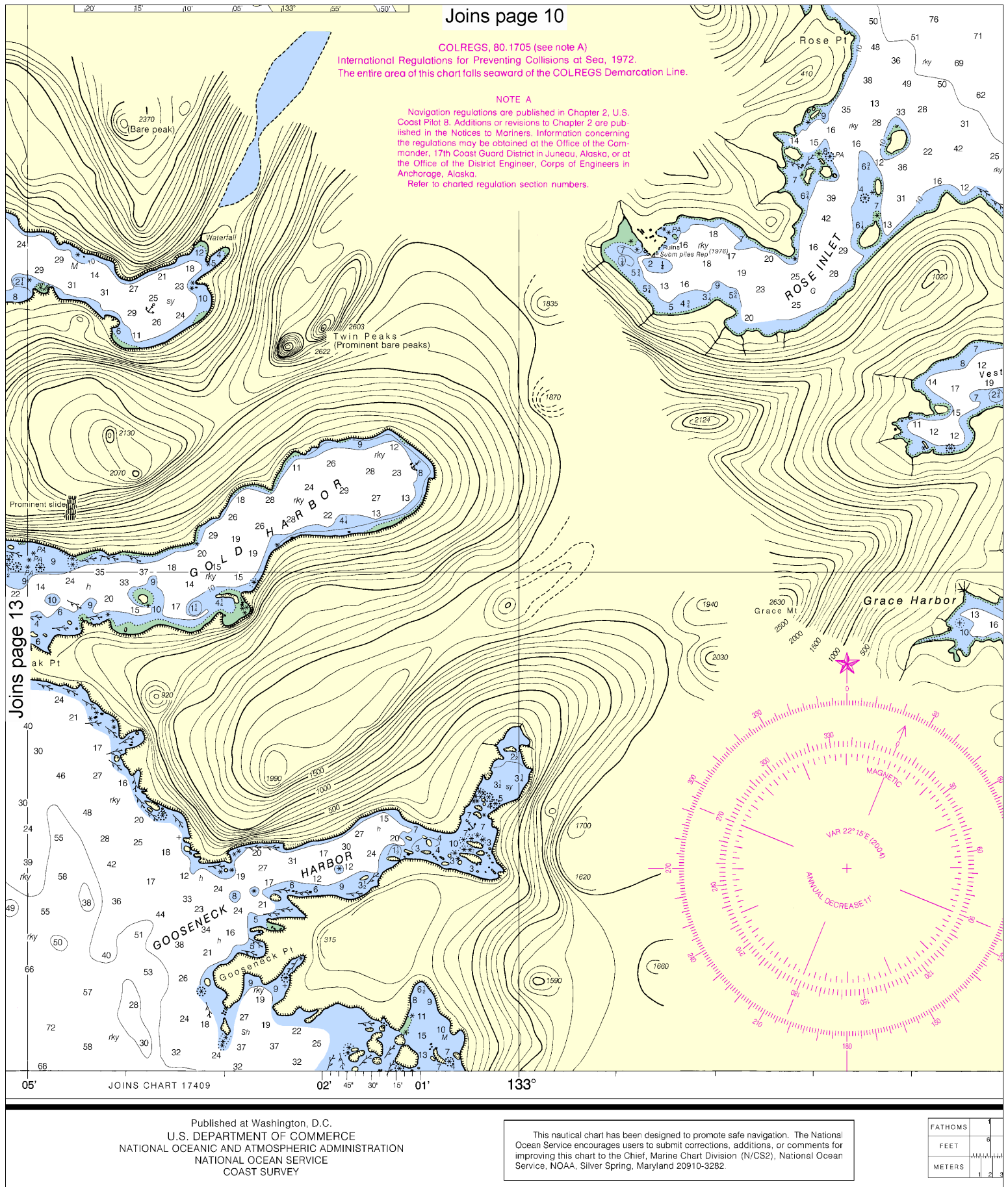
Joins page 9

Joins page 14

N FATHOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 10

COLREGS, 80. 1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

Joins page 13

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

FATHOMS	1
FEET	6
METERS	1 2 3

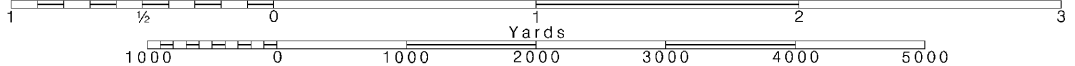
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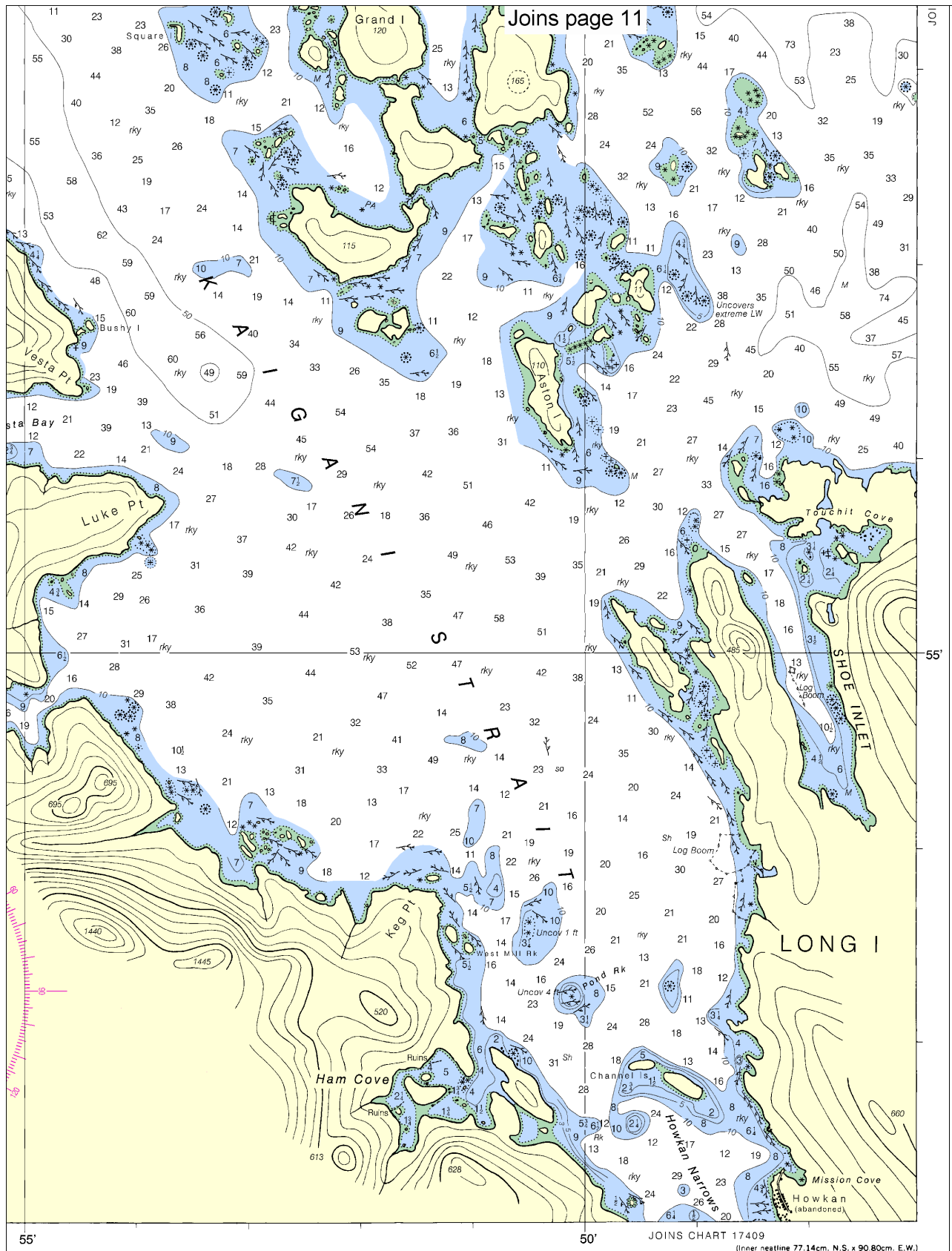
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

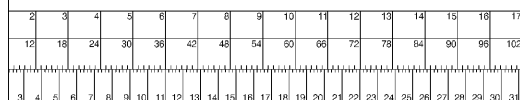




ED. NO. 8



NSN 7642014011455
NGA REFERENCE NO. 17XHA17408



Central Dall Island
SOUNDINGS IN FATHOMS-SCALE 1:40,000

17408



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker